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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 29. CLEVELAND, O., JULY 22, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The Globe Company are putting a condenser into the steam yacht Twilight.

The tug S. S. Stone broke her steam chest while towing two mud scows yesterday.

The tug James Amadeus broke her wheel by striking a sunken log in the river Wednesday.

The schooner Kate Winslow will have a new mainmast put in at Greenhalgh's sparyard.

The Cuyahoga Works have just shipped one of their well known propeller wheels to Chicago for the steamer Lawrence.

The schooner Southwest was on Smith's boxes yesterday having her bottom calked, and the tug Castle got some new rail.

A deck hand, working on the steamer W. L. Wetmore, fell into the hold and was seriously injured. He was taken to the hospital.

The tug Record, Captain Wm. Bates, left port for Lake Superior on Friday with the J. S. Richards, J. C. Johnson, Ralston and J. A. Smith in tow.

We have received detail drawings of a model for a speedy sloop yacht, the construction of which will not cost over $200. Parties interested are invited to examine.

George Boyd, who fell into the hold of the schooner Golden Age a few days ago, died soon after being taken to the hospital. His remains were taken to Kingston for burial.

The tug Gladiator, Captain C. M. Swartwood, is down with a 2,000,000 feet raft from Cheboygan. The tug Balize held the raft off this port while the Gladiator came in to coal up. The raft is bound for Tonawanda.

The steambarge Kalkaska commanded by Captain Henry Fish a navigator of thirty-six years has made eighteen round trips this season between Au Sauble, Lake Huron, and Cleveland freighting in the meantime upwards of twelve million feet of lumber.

On Tuesday, while Captain Robert Field, an old time captain, was oiling a hoisting derrick, engaged in loading the steamer J. H. Outhwaite, the ladder slipped and he fell fifteen feet, striking heavily on a coal pile. He was conveyed to his home in an ambulance.

Engineer Louis McLaughlin, of tug Balize, has gone to Buffalo to fit up the machinery of the steamer Quebec, and will go in her as engineer. Engineer Blovet, of the Gladiator, has gone in the Balize, and Charles Kennedy has taken the vacant place in the Gladiator.

The new steamer J. H. Outhwaite made a trial trip last Saturday, leaving port at 3 o'clock with about 300 people on board. The working of the machinery and the handy response the boat made to her steering gear, etc., together with the promise she gave of making good time gave great satisfaction to her owners and officers.

The propeller Oneida, Captain W. D. Waite in port last week bound for Toledo with merchandise, found Niagara reef Friday night. The tugs Crusader, John Martin and Mystic succeeded in releasing her after four hours work. She is not leaking much. She will probably be docked at Detroit Drydock however.

The Detroit & Cleveland Steam Navigation Company gave one of their favorite excursion on the steamer City of Cleveland yesterday, complimentary to the shipping clerks of Cleveland, to Put-in-Bay Islands. Excursion parties or basket picnic parties will find their Saturday excursions to Detroit and the St. Clair river, where an entire day can be enjoyed, far superior to a run on a railroad to some small inland lake.

At Globe drydock the Egyptian had a leak stopped around the stern post and buts calked on the bottom. The schooner George W. Adams had her decks calked and some carpenter work done. The steamer W. L. Wetmore had her bottom recalked. The Globe is also making a mainmast for the schooner Kate Winslow, and a foremast and mainmast for the schooner Republic.

The Phœnix Insurance Co., although in the pool, will write independent policies on unpoolable vessels. The Louisville Co. is also in the pool and has a net capital of $150,000, and, contrary to a statement made last week, rates high and does not write independent policies. It is formed by the consolidation of the Louisville, Franklin and Union insurance companies, all of Louisville, Ky.

The steambarge Business is now laying at the dock of the Cuyahoga Works, where she will receive a new steam cylinder, steam chest, valves, etc., complete, and a new wrought iron cross head. The steam pipe will also be changed from cast iron, to one of boiler plate. When the changes in progress are completed, it is expected that the boat will have considerable more power than before.

The Globe Iron Works firm, well known and one of the most prosperous on the lakes, has dissolved partnership Messrs. H. D. Coffinberry, John Cole and Robert Wallace retiring. The new firm has been incorporated and is known as the Globe Iron Works Company with Mr. J. F. Pankhurst as general manager, the incorporators being Messrs. M. A. Hanna, Leonard Hanna, H. M. Hanna and J. F. Pankhurst, by whom the business will be continued. The Globe iron shipyard is included in the new corporation.

The fire tug at Murphy & Root's shipyard will doubtless be launched next week. They are now waiting only for the sectional blades of the propeller wheel. The boat is built in the strongest manner and is 80 feet over all, 62 feet keel, 23 feet beam and 10 feet depth of hold. The bed plate is in, the engine set and the shafting in place. The engine is 18x20 and the pumping power sufficient to throw twelve 2½ inch streams. The boat will be plated with iron from the bow about fifteen feet back. The propeller wheel is one of the Kuhnstadter patern, sectional, and his patent screw steering propeller will be used. This is the first one of this patent on the lakes and was illustrated in the RECORD some months ago.

Notwithstanding July has been the dull month of the season for a number of years, occasioned by the fact that the old crop has gone east to a great extent, and that the new crop has not been in shape to move, there is this season a strong and steady demand for tonnage, and freights rule firm and in some instances higher than during the early months. The charters reported yesterday at this port are: Schooners Delaware and Hattie Wells, ore, Escanaba to Ohio ports, $1; schooners Eliza Gerlach and Gilmore, coal, Cleveland to Marquette, 50 cents; propeller Robert Wallace, coal, Cleveland to Milwaukee, 55 cents; schooner D. P. Rhodes, coal, Sandusky to Milwaukee, 55 cents; schooner Wauwanosh, coal, Ashtabula to Owen Sound, 50 cents. The schooner Hattie Wells takes coal to Lake Michigan.

CLAYTON.

Special to the Marine Record.

The steamer Ontario, Captain J. B. Estes, with an excursion from Rochester, passed down on Monday evening for Alexandria Bay.

Captain Wm. Griffin was in town on Wednesday. His vessel, the C. P. King, is loading granite at the Chicago Granite Works.

The inspectors were in town on Friday and inspected all the steamers in port.

Excursions are brisk on the river now. Steamers go loaded every day. B.

CHEBOYGAN.

The tug Leviathan returned to port Saturday after recovering the boilers and machinery of the wrecked propeller W. T. Graves, and delivered them in Milwaukee, the work occupying ten days.

CHICAGO.

Special to the Marine Record.

Captain D. W. Barnes, of the schooner Halsted, says that on his last trip to this port from Buffalo, after leaving Port Huron the schooner was on the starboard tack, and did not go in stays or jibe all the way up to Chicago.

Paul Pouliot, boat builder, has built a steam yacht, 20 feet over all, 5 feet beam, 2 feet 6 inches depth of hold, for Mr. Baker, of this city. She has been supplied with a Shipman automatic steam engine, run with kerosene for fuel. She will start this week for a cruise up the Mississippi river.

The schooner Colonel Ellsworth, Captain McNaire, received a new bow sprit before starting on her present trip.

The schooner Harvey Bissell, Captain S. Murdoch, has received a new mizzen topmast. She is now a full-rigged schooner again, and with the new coat of paint she has been getting she looks quite young again. She is a large carrier. Nearly 38,000 cedar posts comprised her last cargo to this port.

Mr. George Finney's new purchase, the schooner Skylark, came out of one of the Chicago Drydock Company's docks Tuesday, after receiving new deck frames and decks and new stern frames and stern. She is at the company's derrick, receiving new main and mizzen masts, and is being converted into a three and after. She will also receive an outfit of new sails. Captain A. J. Harding is on board, looking after the work. He will command her.

We are pleased to state that Captain John Councer, who formerly commanded the Skylark, is recovering nicely from the compound fracture he received on his last trip on her.

Saturday night while the schooner Mary E. Cook was coming up Lake Michigan Captain Edward Williams, her master, became involved in discussion with one of his crew and when near the edge of the deck load the vessel gave a quick lurch and both were pitched into the water Captain Williams was drowned. His body was recovered and brought to Chicago by rail. The sailor clung to a line that was trailing over the schooner's stern, and was rescued after being drawn through the water at a speed of twelve miles an hour. Captain Williams had sailed the lakes for over twenty years, and was 54 years of age. He was master of the Cook when she jumped over the Chicago breakwater three years ago during a terrific storm and the vessel and crew were saved from destruction.

The vessel was flying before a strong northerly wind under a full spread of canvas, but as soon as possible she was hove to. The yawl lowered and search for the missing men begun. Scarcely had the boat touched the water when the captain's antagonist grabbed hold of the wale and was hauled aboard. After pulling astern of the schooner for nearly a mile faint cries for help were heard. Then the moon came out from behind a bank of clouds, and the struggling form of the captain was discovered on the apex of a wave. The men bent to their oars with a will, but just as they reached the spot the captain disappeared. An instant later the mate caught sight of his form just beneath the surface and hooked a pike pole into his clothing. Then the captain was drawn into the boat. He still breathed, but before restoratives could be applied he sunk back and died. The body was taken aboard the vessel and the mate decided to put into the first port instead of proceeding to Chicago. Accordingly he headed for Ludington and on reaching there Sunday afternoon turned the body over to the coroner. The body was put aboard of a steamer and sent to Chicago for interment. Captain Williams was an Englishman, about 54 years of age. When a boy he shipped on board an ocean going vessel and has followed the life of a mariner ever since. He came to the lakes more than twenty years ago, and for the last fifteen years was in the employ of Pardee, Cook & Company, managing owners of the Mary E. Cook. He was a big hearted, generous man, but, as he frequently remarked himself, his great fault was his passionate temper. He was a resident of Chicago, and lived at No. 123 Liberty street. A wife and four children survive him. His eldest son is master of the schooner City of Erie. The funeral took place Tuesday afternoon from the residence, and he was buried at Ockwoods Cemetery many of his old marine friends following him to his last resting place.

At the Chicago Drydock Company's yard the schooners Mystic and Delos de Wolf were in dock to have leaks stopped; the steambarge Monitor for calking; the scow John Bean, Jr., received a new stern; the schooner Hattie Hutt new jaws to her gaff; the schooner James Garrett a new rudder; the tug Babcock was at the derrick and had a line taken out of her wheel.

At Miller Brothers' Drydock the schooners George Steel and Emeu and the tug Commodore were in dock to have leaks stopped; the steambarge Robert Holland for a new forefoot, piece of new rail, and some plank in her bottom; the steambarge Annie Laura for a new wheel; the tug Mosher to have her stern bearing fixed; the scow D. W. Powers for bottom calking; two of Mears & Company's brick scows to have leaks stopped; the tugs Hood and Ewing for repairs; the schooner A. P. Nichols received new mizzen mast, mizzen topmast and square sail yard; the schooner John L. McLaren a new bowsprit, jibboom and head gear; the schooner O. R. Johnson a new jibboom, cathead, some new stanchions, bulwarks, and rail forward; the schooner Jack Thompson a new jibboom; the steambarge Oswegatchie some repairs to her starboard bow; the schooner Mamie a new jibboom; the steambarge T. W. Snook was in dock and received a new wheel.

The local inspectors at this port, having considered the affidavits of Captains Armstrong and O'Day, in the case of the collision between the steambarges Milwaukee and Hickox, last week, when the former was sunk in Lake Michigan, have concluded to revoke the licenses of both captains. This decision will come very hard on Captain Armstrong, as it will prevent him from following his occupation. Captain O'Day is differently situated; being part owner of the Hickox, he can act nominally as the commander through another person. Both captains have been lake pilots and have commanded steam vessels for years, and their many friends regret the unfortunate situation in which they are placed.

Captain Jacobson and the crew of the schooner Coaster arrived here in a yawl on Saturday after a twenty miles pull through a heavy sea, and reported having abandoned their vessel in mid-lake, water logged. The Coaster left Muskegon with a cargo of slabs early Saturday morning. Shortly after leaving port the wind began to blow hard from the northeast, and the vessel sprang aleak. All hands were ordered to the pumps, but the water gained on them steadily, and she became so unwieldy that Captain Jacobson was afraid she would roll over and drown all hands. Soon after his arrival Captain Jacobson learned that the Coaster, which had been left with her foresail and jibs set, had been driven ashore six miles north of the harbor piers. He went up to her during the afternoon and finding that she was in bad shape decided to strip the vessel and abandon her. The Coaster was a small vessel of less than 100 tons, and was built in 1867. There was no insurance on her.

Freights were ¼c better on wheat yesterday, and on corn 3c. to Buffalo, and 4¾c to Kingston. WILLIAMS.

MARITIME LAW.

COLLISION—VESSELS IN TOW—MANEUVER IN EXTREMIS—STRENGTH OF HAWSER—UNNECESSARY AND EXTRAORDINARY STRAIN.

District Court, N. D. New York. June 2, 1886.

The canal boat B., owned by the libelants, collided with the barge M. Each vessel was in charge of its own tug, and both were without other motive power. When about one-fourth of a mile apart, and in mid-channel, signals were exchanged. When a few hundred feet to the westward of libelant's ship, the M.'s hawser parted, and she was forced obliquely across the river and collided with the G. The libelant's tug maneuvered in accordance with the course indicated by signal until after the parting of the hawser, and, when confronted with the sudden peril incident thereto, the master of libelant's tug used his best judgment in maneuvering. The collision was caused by subjecting the M.'s hawser to an unusual and extraordinary strain, in consequence of which it parted. Held, that the master of libelant's tug was justified in presuming that the M.'s tug would take the course indicated by signal, and was under no obligation to stop or to maneuver as if anticipating an accident, and that, when confronted with a sudden peril, the only obligation imposed by law was the use of his best judgment. Held, further, that if the hawser was strong enough to stand any ordinary strain, and if it was, without cause, subjected to an extraordinary strain, the M.'s tug was chargeable with negligence.

Tisdale v. the Alpha and others.

In Admiralty.

Benjamin H. Williams, for libelant.

Josiah Cook, for the Alpha.

George Clinton, for the Oneida.

Willis O. Chapin, for the Manitowoc.

Coxe, J. This is a collision case. On the thirteenth of May, 1885, the loaded canal boat George Barnard, owned by the libelant, was proceeding down the Buffalo river in tow of the steam tug Oneida, destined for the Erie canal via the Commercial slip. At the same time the tug Alpha was steaming up the river, having, in tow the Manitowoc, a large barge, 225 feet long, and 25 feet and 9 inches beam. Both the canal boat and the barge were without motive power, and each was wholly under the control of its respective tug. When the tugs were about a quarter of a mile apart, and nearly in the center of the river, the Alpha gave one blast upon her whistle, and was answered by a corresponding blast from the Oneida. This signal meant that the Alpha would go to the right, and that the Oneida must do the same. The latter's response indicated that she understood the Alpha's signal, and would do as requested, viz., keep to the right. When a few hundred feet west of Cmmercial slip the Alpha permitted the Manitowoc to run ahead of her, the line between them parted, and the barge, being thus adrift and uncontrollable, proceeded obliquely across the river, and struck the canal boat on her port quarter, just abaft of the cabin, causing the injuries complained of. The river at the point of collision is about 290 feet wide. At the northwest corner of the Commercial slip three canal boats were lying abreast, extending about 54 feet into the channel.

The collision was not inscrutable. Some one was at fault. Who was it? No negligence is imputed to the Barnard. She did all that was possible to avert the accident. This was practically conceded on the argument. Regarding the Oneida, also, the proof discloses no well founded accusation. It is said that the accident might have been avoided if she had stopped, or passed on down the river between the canal boats and the Manitowoc, or turned to the left, and passed the barge on her starboard side. The difficulty with this reasoning is that it assumes that the Oneida knew, or had reason to suspect, that the barge's line would part, and leave her helpless and unmanageable opposite the entrance to the slip. The Oneida presumed, and was justified in presuming, that the Alpha would take the course indicated by her signal, and go to the right. Had she done so there would have been no danger. The Oneida was on her own side of the river. She was proceeding in a proper manner and at an ordinary rate of speed. It would be a new and startling proposition in maritime law for the court to assert that it is the duty of vessels meeting in a wide water way to stop when a quarter of a mile apart. If such a rule were enforced the vessels of our inland commerce would soon be "rotting at the walls." After the line parted, the danger was imminent. There was no opportunity for nice and accurate calculations. If confronted with this sudden peril, the master of the tug used his best judgment, it was all the law required of him. But the course he did take was, in the circmstances, the wisest for him to pursue. The Barnard almost escaped as it was. Had the Oneida attempted any of the maneuvers now suggested, the probability is that the disaster would have been more serious.

Coming now to the Alpha and the Manitowoc, it should be remembered that the latter was a large, heavily laden barge, depending solely upon the tug for locomotion. She was helpless the moment she was cast loose. It can be confidently affirmed, then, that the accident happened because the line parted. Through whose negligence did the hawser break? When this question is answered, the party responsible for the collision will be revealed.

The hawser furnished by the barge was an ordinary six-inch harbor line. It was nearly new, having been used but once before. A section of it was produced upon the hearing, and, although examined by hostile witnesses, no fault in it has been pointed out. Being strong enough to withstand any ordinary strain, it must have parted because subjected to an extraordinary strain. The master of the Alpha frankly admits that the hawser broke because he pulled too hard upon it. When within a few hundred feet of the slip, the tug in her efforts to bring the barge safely around the curve, put her helm hard a port, thus heading for the south side of the river. In this position the barge passed the tug, and, in seaman's parlance, "tripped her up." They were proceeding against the current at the rate of about four miles an hour, their courses forming an angle of about 45 deg. A tremendous leverage was thus brought upon the hawser, which rolled the tug up almost upon her beam's end. No ordinary line could resist such a strain. It broke about a minute after the helm was put hard a-port. There can be no doubt that it was bad seamanship for the Alpha, with so short a line, and so heavy and unwieldy a tow, to permit herself to get into such a dilemma. This was negligence, and to it the collision is alone attributable. It follows that the libelant is entitled to a decree against the Alpha, with costs, and a reference to compute the amount due. As to the Oneida and the Manitowoc the libel is dismissed, without costs, but the Oneida is entitled to recover her disbursements of the libelant.

A MARINE ENGINEER ASHORE.

NEW YORK, July 16.

To the Editor of the Marine Record:

My letter of introduction directed me to 150 Nasseau street, the office of E. P. Watson & Son, which I found to be a cosy room, near the top of a mammoth building. Mr. Watson is an old steamship-man, an engineer of skill; one, however, who finds journalism more lucrative than engineering. The urbane editor bade me enter, and he seemed to read my letter with interest, for he called his son, a generous young fellow, and bade him show me everything in the city, and handing him a purse, said he:

"Do not let our visitor spend any money."

Familiar with my financial standing, the injunction seemed unnecessary. I entered a feeble protest and begged that I be permitted to pay my own expenses, while in my own mind I was planning some way to induce the young gentleman to put up for a breakfast. I hinted and hinted, but it was no use; for, as the trusted agent of his father, he was going to show me the city, so he walked me down to John Roache's, and on to a war vessel, being built, and where, it seemed to me, I saw machinery enough for a dozen Mississippi river steamers, crowded into a space not large enough for the blacksmith shop of an "Anchor Liner" of the style of the "City of Cairo." Every thing was bustle and confusion, workmen hurrying here and there, while watchmen eyed us as if we were of doubtful reputation, notwithstanding our written order from the great shipbuilder himself.

To a western river steamboat man it seems strange, this thing of not admitting a person on board, for on a river steamer everybody goes aboard who desires, even though the boat be in retirement, nor are the boats robbed either.

We were taken on board of a beam-engine steamer, the chief engineer of which was a clever gentleman, who could see no excellence in engineering where condensation as a factor in the engine's work did not take place. I rode on a side-wheel ferry boat only to wonder how the engineer kept his engine from the dead centers, for with us westerners, we can always see the crank, while a beam engine man can see nothing save the hooks to tell him where his wheel is. Yet the engineer was as unconcerned as it was possible, neither knowing or caring whether the boat was going into the bank, or about to kill herself on a "cluff bar." Shut a Mississippi river engineer in an engine room where he is unable to look out when he desires, and where he can not see just where the boat is and what she is doing, and he would get ready to "go up the hill," for he would feel sure that he was not wanted on the boat.

I wished to go on the roof of the ferry boat that I might enjoy the perspective of of New York harbor, with its myriad stately masts that loom up like a forest, stripped of its green foliage, but I had to get permission from the commander before I could have that privilege. If one of the gentlemen who steamboat in New York will come to the Mississippi, he can go from the lower deck of one of our steamers to the top of the chimneys and there will be no one to question him.

Place a New York ferry steamer alongside of the same class of boat from the western river, and it will be like a transition from a Utopian palace to a miner's shanty, with odds of beauty and cleanliness recorded from the pennant of the New Yorker. As regards the first-class river steamers of the Hudson and Mississippi they are so entirely different in architectural design, and both so magnificent in all their appointments that it becomes merely a question of taste as to which is the most beautiful.

With my genial and witty escort, I took an elevated train, and was hurried along, up over the very house tops. Got out, took another train, then a street car, after which we walked a good long distance, in a thinly settled part of the great city. We ascended a rugged looking hill by means of a broad stairway. A walk of a moment or more revealed a low-sized, brick structure, in front of which paced a United States infantry soldier, with white gloves and glistening rifle, for it was River Side Park, and that low round topped building was the tomb of General Grant. There was a goodly crowd of spectators, and I had perched myself on a rock to gain a better view of the inside. Mr. Watson suggested to me in a whisper that a few eloquent expressions would have eager listeners, and doubtless find its way into the public press, and probably prove beneficial to my society by advertising the delegate. It was an opportunity not to be lost. Men and women huddled close in front of me, and I threw myself into an attitude *a la* Booth, and said:

"Thus do great men fall"——and that is all I said; for the rock upon which I stood gave a roll and away I went, tumbling down the bank head first, jamming my plug hat in, and covering myself from head to foot with mud. I am unable to say whether it was my speech or my gesture that earned the applause, but I got it all the same.

THE SECOND ENGINEER.

LITERARY NOTICES.

The August Atlantic is an extremely good one. Miss Sarah Orne Jewett contributes a clever story called "The Two Browns," and Octave Thanet has a very amusing sketch about "Six Visions of St. Augustine," in which we see the town from six different points of view. The three most notable articles of the number are an entertaining paper on "Domestic Economy in the Confederacy," by David Dodge; a paper on "The Indian Question in Arizona," by Robert K. Evans; and an essay on "The Benefits of Superstition," by Agnes Repplier. Andrew Hedbrooke has an essay on "Individual Continuity," and there are criticisms on "Recent Light Literature" and other volumes. Miss Edith M. Thomas contributes a poem to the memory of Helen Hunt Jackson, and there are also some other verses which are up to the usual high standard of Atlantic poetry. The three serials by Henry James, Bishop, and Charles Egbert Craddock (Miss Murfee) are as interesting as ever; and the Contributors' Club, which deserves a word for its brightness, closes the number. Houghton, Mifflin & Co., Boston.

The August number of Harper's Magazine is in every way a timely reminder of the midsummer season. This seasonableness, perhaps, impresses us most in Mr. Warner's delightful story "Their Pilgrimage," which this month takes us to Bar Harbor and Sulphur Springs, bringing the romance of the serial to a pleasant culmination in the latter place. To all of that innumerable crowd of Americans which every summer crosses and recrosses the Atlantic, Mr. Charles Algernon Dougherty's lively sketches of "Transatlantic Captains" will be especially interesting. The paper is illustrated with thirty portraits. Edmund Kirke contributes an entertaining article on "Detroit, the City of the Strait," giving a thrilling account of its early history and its rapid growth. The article is profusely and beautifully illustrated. William Winter contributes an excellent paper on Joseph Jefferson, the actor, illustrated by an engraving of Mr. J. W. Alexander's painting of Jefferson in the character of "Bob Acres"—the frontispiece to the number. Mr. Blackmore's novel, "Springhaven," is in this number full of exciting incident and character, strikingly illustrated by Frederick Barnard and Alfred Parsons. In the second of his "Social Studies" Dr. Richard T. Ely discusses "The Economic Evils in American Railway Methods."

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, JJuly 12 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 10, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,423	....	Sl.	Agnes,	12 17	11,57	New York, N. Y.
126.361	.....	Sc.	Chase	63.80	60.61	Baltimore, Md,
126 362	.....	Sl.	Christian Lloyd,	10.49	9.97	Camden, N. J.
116,363	K D L Q	Yct	Cricket,	8.77	8.33	Oswego N. Y.
150,374	K D L R	Bktn	Planter,	524.75	498,32	San Francisco, Cal.
116,109	....	Sc.	Star,	13.67	12.99	Bay City, Mich.
81,118	.....	Sc.	William H. Starbuck,	53.66	50 98	New York, N. Y.
			STEAM VESSELS.			
106.424	.....	St. yt.	Aida,	20.80	10.40	Oswego, N. Y.
126,359	.....	St. s.	Charles F. Pond,	8.61	4.30	Rochester, N. Y.
126,360	.....	St. s.	Canisteo,	595 37	530 39	Tonawanda, N. Y.
135,889	.....	St. s.	E. S Whitaker,	18.32	13 64	Principio, Md.
76,635	.....	St. s.	John H Hudler,	24.79	12.40	Albany, N. Y.
140,831	.....	St. p	La Mascotte,	499 77	329.69	Evansville, Ind.
91,850	.....	St s	Mount Waldo,	324 43	242 95	New York, N. Y.
130,353	.....	St. p	Nettie Quill,	226 93	226 93	Mobile, Ala.
150.373	.....	St. p.	Paducah,	4 00	4.00	Paducah Ky.
145,423	.....	St. p.	Three Sisters,	320.79	296.29	Portland, Oreg.
161,555	.....	St p	Vernie Swain.	134 76	134 76	St. Paul, Minn.
			UNRIGG'D VESSELS.			
31,479	... .	Bge.	Bessie.	25.35	25.35	Burlington, Io.
59 658	.....	Scow.	Gracie Bell,	35 91	34 12	Bay City, Mich.
48,554	.....	Scow.	Laney Sims,	45.57	43.30	Presque Isle, Mich.
67 254	....	Bge.	Nettie	.....	62.68	Davonport, La.

JARVIS PATTEN, Commissioner of Navigation.

PROVIDENCE WINDLASSES.

No article or machine entering into the fit-out of a vessel ever comes into universal use unless its own merits commend it. There are in this and other countries various styles of windlasses, but none have come into such universal use as the Providence windlasses, of the various styles, manufactured by the American Ship Windlass Company. The machines from this firm are acknowledged by all ship masters who have used those put out by other makers, as the best, and the company has the credit of furnishing seven-eighths in value of all the windlass now used. Iron shipbuilders on the coast use the Providence windlasses exclusively. They do not have to be reminded that it is the best but know that it is so. During the past ten years no iron or steel steamship has been built on the lakes or on the Atlantic coast that has not been provided with a Providence windlass.

The numberless orders received by the American Ship Windlass Company keep their works running year in and year out. The full significance of this fact will be recognized when it is known that windlasses and capstans, and the necessary machinery to run them, are the only articles entering into the furnishing of ships that they manufactures, the number for each vessel being limited. When the business of the firm outruns the capacity of the works new machinery and an additional number of men are added so that all machines are furnished promptly.

Among the new orders now in hand and to be filled in a short time we will specify one for the steamer Vernon, being built for A. Booth & Sons, at Chicago, Ill., a Providence capstan windlass, with latest improvements.

The steamer Wm. M. Wadley, at Doctortown, Ga., a Providence steam capstan for loading and discharging cargo and handling hawsers.

Steamers Nos. 250 and 251, at Cramp & Son's for Wm. P. Clyde & Company, Providence steam capstans for handling their stern lines, in addition to Providence steam windlasses.

Steamer Portsmouth, building by Harlan & Hollingsworth Company, a Providence patent dock capstan for handling hawsers and cables.

The pilot boat W. H. Starbuck, a Providence patent friction pump brake windlass.

The steam yacht Lotus, Winona, Minn., a Providence steam capstan for handling hawsers and cables.

Steam yacht Whisper, at New London, Conn., a Providence pump brake yacht windlass with Grater's patent friction locking gear and patent friction clamp, iron side and pawl bitts, etc.

Yacht building at Gesner & Marr's Fair Haven, Conn., a Providence patent pump brake yacht windlass with Grater's patent friction locking gear and patent friction clamps, iron side bitts, etc.

The schooner building by J. E. Smith & Company at Nyack, N. Y., a Providence patent crank windlass, with patent automatic locking gear, etc.

The schooner building by William Rogers, Bath, Me., for J. F. & C. A. Davis, Somerset, Mass., a Providence patent capstan windlass, with T. J. Southard's messenger chain attachment for driving windlass from donkey engine.

Schooner building by H. M. Bean, Camden, Me., for Captain J. M. Phillips and others, of Taunton, Mass., a Providence patent capstan windlass with T. J. Southard's patent messenger chain arrangement.

Schooner building at Machias, Me., a Providence patent pump brake windlass, with latest improvements, for Sargent, Stone & Company.

The old propeller Morley, which was sunk about a year ago, and which every one gave up as lost for good, will shortly appear again on the lakes, rejuvenated, rebuilt and rechristened, so that her old captain would not know her. After being raised and taken to Port Huron, she underwent a thorough overhauling, and it was discovered that she would stand a lot of fixing over. The old machinery was taken out, and the wooden arches and other old portions of the hull removed. She was practically rebuilt, and a short time ago word was sent to the owners, Messrs. Dexter and Noble, of Chicago, and Elk Rapids, Mich., that she was ready to start afresh. It was deemed inexpedient to let the new boat retain the old name, so the resurrected propeller was renamed the Grand Traverse, and few who see the fine new vessel will find in her a reminder of the original hull. She is valued at $50,000, and will engage in the ore trade.—*Chicago Times.*

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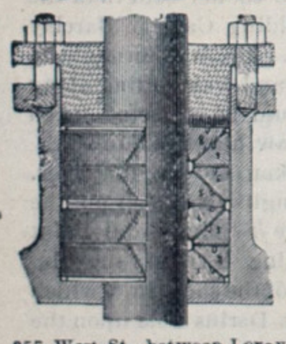

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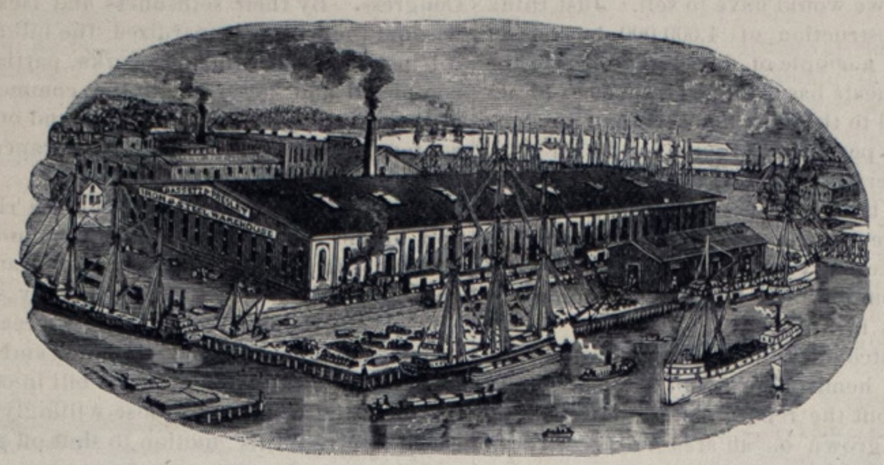

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Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

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WOODS, PERRY & Co.

Messrs. F. & H. Born. Cleveland, O., Feb. 3, 1886.

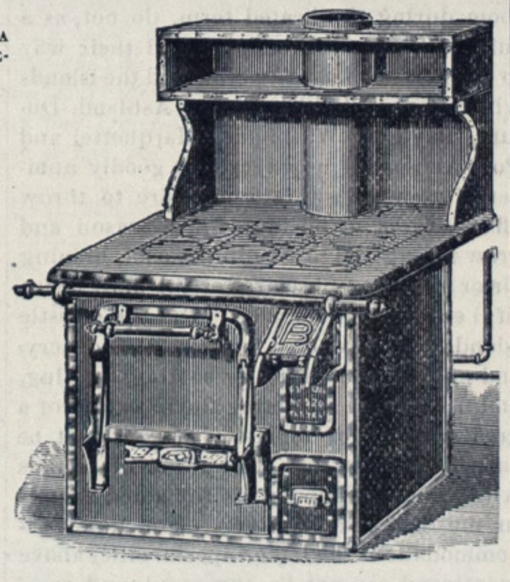
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,

Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

Yours respectfully, RICHARDS & McKEAN.



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Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	
No 25, Mich Accom Norwalk.....	.....	6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	*6 4 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

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Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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Buffalo Passenger	*10 40 A M	*10 46 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

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Marine Record.

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 22.

WILL FREIGHTS RULE HIGHER?

It has been thought by vessel men that the enormous quantities of grain that have been going east by lake and canal this season must soon exhaust the store, and that the grain carriers will then be turned loose into the ore and other trades, causing a depressing effect on the freights now commanded. When it is considered that there has already been a splendid crop of winter wheat harvested, aggregating quite 295,000,000 bushels, and the spring wheat crop, unless much greater destruction comes to it in the way of meteoric storms, the total will be increased to 425,000,000 bushels, small foundation will be found for the argument. Much of this grain crop will find its way to the storehouses on the lakes, where it will be marketed at good prices, as there is a steady demand from the seaboard cities, and from foreign countries. The statistics, quoted below, show that the visible supply of 1885 was not equal to the consumption, and a writer in Bradstreet's, in speculating on the chances of a continued active demand, says:

"Should France have an unfavorable summer for wheat this year, and a poor yield, it will again be a large importer from the United States. This would advance the price of wheat. If Great Britain should have a cold, wet summer, she will have a crop of wheat shorter than last season by 35,000,000. If France has a crop as short as that of 1879 she will import about 81,000,000 bushels more than this season. In that case there will be imports into these two countries, Great Britain and France in the year ending September 1, 1887, of 116,000,000 bushels of wheat in excess of the total this season. If we except the last two crops (1883 and 1884) the price in England has been lower than for one hundred and twenty-five years, about 9d per bushel, equal to 18c of our money."

But, as the freight charges from Chicago and Duluth on a bushel of wheat to England fourteen years ago (by lake and canal and the Atlantic ocean), were 38c per bushel, and are now but 16c per bushel, a fall of 22c a bushel, the stagnation of shipping interests on the Pacific coast is, in a great measure, accounted for, as much of the trade, formerly controlled by the Pacific ocean steamers, now finds its way to Duluth and Chicago, and thus enhances lake freights in proportion to improved demand for tonnage.

The San Francisco Commercial Bulletin of July 8th says: "We have now ended one cereal year and started in another. We have received already some of the new crop, but not to any extent. The receipts of the past two cereal years thus compare, wheat and flour both included:

1885–86	16,418,874
1884–85	21,276,540

Says the Colusa Sun: "When a few days after the recent norther we went out into the country and estimated the damage done to the crops of Colusa county at $2,000,000, people opened their eyes and said we were mistaken for once. It was hard to appreciate the damage of $2,000,000, but we now find that as extravagant as that estimate appeared we were greatly short of the mark. We would have had 11,000,000 bushels of wheat. Now, 7,000,000 is a large estimate of what we would have to sell. Just think of the destruction of 4,000,000 bushels of wheat in a couple of days! The loss to the white wheats has averaged from 50 to 70 per cent, and to the club not less than an average of 15 per cent and some say 20 per cent. From every one who was cutting before the wind we hear of a vast difference in grain cut before and after the wind."

The secretary of the Duluth Board of Trade compiles the following summary of the crops in Europe:

The outcome of the recent harvests in the southern hemisphere is not yet accurately known, but the report states that the crop in India, grown on an area reduced about one and three fourths millions acres, may have yielded 265,000,000 bushels. Last year's yield was nearly 288,000,000 bushels. The Australasian crops are greatly reduced, and from present information will not exceed 22,000,000 bushels against 37,357,851 (Imperial) bushels last year. The South American crops are somewhat larger than last year, possibly 5,000,000 bushels.

The summary of wheat product of 1885, and net consumption of 1885 6, are stated as follows:

Grand divisions—	Crop. Bush.	Consumption. Bush.
Europe	1,218,000,000	1,372,000,000
North America	409 000,000	364,000,000
South America	25,000,000	23,000,000
India	287,000,000	240,000,000
Australasia	37,000,000	20 000,000
Africa and W. Asia	134,000,000	125,000,000
Tropical Islands		21,000,000
Total	2,110,000,000	2,165,000,000

The net deficiency of 55,000,000 bushels is met from the reserves of the previous year, placed at 125,000,000 bushels.

It seems probable, however, that European crops will be smaller this year than last.

THE LAKE SUPERIOR REGION AS A SUMMER RESORT.

The travel to Lake Superior within the past few days has rapidly increased, and it is a matter of wonder why many in search of cool resorts, and the most beautiful scenery in the world do not visit this section, instead of the burning sands of the seacoast. *Duluth Herald.*

Year by year evidence multiplies that the Lake Superior region is attracting much of the patronage that was formerly lavished on the seashore or in short trips to Europe, and many of the pleasure seekers, in their desire to escape from the office and counting room during the heated term, do not, as a rule, seek the seashore, but find their way to the ports of Lake Superior and the islands which abound in that lake. Ashland, Duluth, Bayfield, Washburn, Marquette, and Port Arthur all now receive a goodly number of eastern visitors who desire to throw off the cares of business for a season and grow strong and hearty in the cool, bracing air or enjoy the pleasures of the most beautiful scenery in the world. And the Apostle islands, a group noted for beauty of scenery, and excellent facilities for boating, hunting, and fishing, are attracting the attention of a great number of tourists. It will not be surprising if, in time, this group of islands will become as popular as the noted islands in the St. Lawrence river. For hotel accommodations the Lake Superior cities above mentioned can not be surpassed, and rates are fair. Popular lines of passenger steamers now run regularly from the lower lake ports to the Lake Superior region, and, as noted in the above extract, the passenger traffic is rapidly increasing, and it is possible that the fame of the new summer resorts will, in the early future, make it necessary to put upon the lakes new lines of palatial passenger steamers such as graced our waters in years gone by, before the parallel railroad lines drove them off the route.

THE RIVER AND HARBOR BILL.

The river and harbor appropriation bill, after being loaded with all the jobs that could be made to apply appropriately, has been passed by the Senate, after a final amendment reducing all sums 25 per cent. The bill has been used by each member to carry some useless scheme through Congress, like the famous camel, but realizing that in its then condition it was likely to meet an obstruction when it reached the President, those who had incorporated amendments which would attract the President's hostility, mutually and gracefully submitted to a horizontal reduction. This act on the part of the honorable members smacks somewhat of the resolutions of the waterways convention at St. Paul early in the spring. The delegates to that convention thought it was the proper thing to do to place the sums wanted for their respective localities at exhorbitant figures, representing them by millions, a kind of rivalry as to which delegate could place his figures highest. So it has been with members of Congress. By their selfishness and lack of wisdom they have jeopardized the bill and it is possible that valuable works, partially completed and necessary to the commerce of the country, will be destroyed, and other contemplated work, of vast importance to the whole country, delayed.

The efforts of the house to send the river and harbor bill to a conference committee without stirring up a week of thin oratory on a wornout subject were partially successful, but Randall and Holman succeeded in wasting considerable time in amendments. After a reading of the bill in committee of the whole the House willingly acceded to Mr. Willis' motion to shut off general debate and was preparing to non-concur in the Senate amendment as a whole and leave the entire matter for the consideration of the conference committee when Randall proposed to amend the Senate amendment by striking out the clause providing for the Hennepin canal. Illinois rose up as one man and proceeded to protest, but a point of order made by Mr. Henderson to the effect that, as the chairman, Mr. Hatch, has declared that the Senate amendments must be considered in a body and as a whole, and as the whole question was to be left to the discretion of a conference committee, it was not in order to amend by striking out or otherwise hampering the conference committee.

SOME weeks passed after the announcement that C. D. Graham, of Philadelphia, a cooper by trade, intended to shoot the whirlpool in Niagara river, before the feat was attempted. In order that the officials should not prevent him from making the venture the time was not specified, but on the 11th the passage was successfully made in a barrel of Graham's own manufacture. A small boat towed the cask out in the river to a point where the current would take it and rush it towards the whirlpool. It moved faster and faster until the mad current dashed it on with full force. The cask bounded up and down and several times turned completely over but it kept pretty well in the center of the river until it reached the whirlpool, when it was taken by a strong side current and was borne to the waters beyond in safety. Mr. Graham emerged from his unique craft at Lewiston, about five miles below the starting point, uninjured about two minutes after starting.

ALTHOUGH the Leader is only a daily paper and does not circulate generally among marine men the enormous tonnage it gives to some of our lake carriers might serve to mislead many of its readers who do not understand such things. In speaking about the new steel steamer, to be built by the Union Drydock, Co., the Leader man says "she will carry 300,000 tons;" and we were startled Wednesday morning by the following statement:

"The propeller Onoko, the monster carrier of the lakes, arrived at Sandusky on Monday morning with a cargo of 25,089 gross tons of ore." It is generally known that the Onoko is a great carrier but with the limited depth of water at the Flats and other places one would think that she could hardly get through with such a cargo.

JUDGMENTS amounting to $1,000,000 have been entered on the court records against the Erie Extension Canal Company, now a defunct corporation, but formerly operating a canal from Beaver to Erie. Rule was made to show cause why executions should not be issued, and right of way seized. This is an attempt of the Ohio River & Lake Erie Railroad to secure a perfect and already graded right of way from Shenango Junction to Erie without paying for it. The canal company has long been dead, and its lands have been seized by farmers, and many small towns are built along the old site. The issue of executions would oust all these.

CONSIDERABLE improvements are constantly being made at the port of Duluth, Minn. But none are more marked than those of the Duluth Storage and Forwarding Company. They have built a dock 140x500 feet, and a warehouse that covers a space of 200x100 feet, and the company is contemplating other important additions. The Omaha road has contracted with them to do all its lake business. Another important factor in the development of Duluth is the large warehouses for the storage of flour during the winter.—*American Grain Trade and Elevator.*

IT has been stated that President Cleveland, (who is slightly different from Queen Victoria as the ruler of a great nation), and his bride of a month, contemplate making a tour of the lakes when the adjournment of congress will permit him to lay aside the cares of his high office. It is to be hoped that he will do so, and that he will improve the opportunity to note the difference in the sums named for the lake harbor improvements, and for the several connecting rivers and straits, and the sums named for local schemes; that he will note the great national importance of the system of northern lakes, and the great wealth that mere local schemes will put into the jobbers' pockets. Should he do so, he will next year be prepared to make useful suggestions like those in reference to the shipping bill recently passed.

The Ogdensburg News says: It would be a great benefit to vessels running on the river if the T. I. Park association were to have buoys placed near the shoals, of which there are several near the park, and in places it is dangerous navigating, especially in the night time, as the channel is quite narrow between these rocks. It would also be an excellent plan to have these buoys painted with electric paint. If the association would spend a few dollars in putting this plan into operation they would undoubtedly receive the thanks of many pilots and might also be the means of saving life.

As the reduced rates on grain storage in the Chicago elevators went into effect on July 1, the directors of the Board of Trade have decided that all contracts made previously to that date shall be delivered on the storage rates in force at the time the contract was made, and shall be known as "old style" trades, while all contracts make after July 1 shall be known as "new style" trades, and are deliverable on the ¾ cent basis of storage.

[*Around the Lakes Continued from 1st Page.*]

BAY CITY.

Special to the Marine Record.

The freight propeller built at F. W. Wheeler's shipyard, West Bay City for Ward's Detroit & Lake Superior line, was launched last Thursday afternoon. She is called the William H. Stevens, after Captain W. H. Stevens, of Detroit. Her dimensions are: length over all, 225 feet; length of keel, 212 feet; breadth of beam, 36 feet; depth of hold, 14½ feet. Her carrying capacity is placed at 1,500 tons. She has a fore and aft compound engine 26 and 44x20. She has two Scotch boilers ten feet shell and eleven feet long. She will be fitted out immediately for the Lake Superior trade. She is fitted with a fore and aft compound engine made by S. F. Hodge & Company, Detroit, cylinders being 46x30 and 44x30 swinging a 11 feet wheel. Her boilers are of the Scotch pattern 10 feet shell by 11 feet long. All her machinery is of the very latest improved design and no expense has been spared in her construction. She is diagonally iron strapped and rates A1 and is a credit to her owners and builders.

Fred W. Barclay who last season sailed the tug Tom Maytham, and who on Friday last went to Saginaw to charter the tug Hattie Brown, met with a severe accident that will lay him up for some time to come. It seems that after cleaning the boiler and making some repairs to the machinery steam was gotten up and Captain Barclay, who was sitting in the engine room, told the engineer to give her a little steam to try the engine with. No sooner said than the steam pipe burst, scalding Captain Barclay in a terrible manner. He was brought to his home in this city and was getting along as comfortably as could be expected when your correspondent saw him last Sunday.

War has again broken out on the river. Last week Messrs. English & Mahar put the steamer Lucile on the Saginaw and Point Lookout route, running between the Metropolis and Arundel of the shore line, which move brought Captain Darius Cole upon the scene with threats of bringing the steamer Idlewild from Detroit to run in opposition to the river line steamers Burt and Mason, also owned by English & Mahar. A compromise was effected and the Lucile has been taken from the route and will, for the present, make herself useful by chasing up the two tugs Sutton and Handy Boy who, on the last trip up of the steamer W. R. Burt, have been in the habit of leaving about one half hour ahead of the large boats, taking a considerable number of passengers by the operation. The result of this move remains to be seen.

The tug Temple Emery and consort Wahnapetae, with her second load of 600,000 feet of logs, arrived in the river Saturday night. She presents the appearance of an immense roll way of saw logs. They go to the Saginaw Salt and Lumber Company mills at Crow Island.

SHAW.

DETROIT.

Special to the Marine Record.

July 20.—Well, the new steamer Greyhound has commenced business, and has gone and done it; that is to say, she has made better time between this port and Port Huron than ever previously recorded by any other steamer. I am unable to bring it down to exact hours and minutes at present, for that will have to be recorded in the near future. The run from this city has been made on more than one occasion in five hours, and it now looks as if there will be a possible reduction of at least one hour, for such, it is said, has been accomplished. She started out on her first trip Saturday morning, making two or three calls on the St. Clair river, and her movements were not only entirely satisfactory to all concerned, but surprising to lookers-on along the route. This is what has been long needed on the Detroit and Port Huron route, as on the North river, a steamer that will make rapid time, with safety to all on board. Captain Wm. McKay, of course, pulls the bells, and has for the present as chief officer Captain Charles McIntosh, who has just retired from the Evening Star, while the propelling power is under the control of Mr. Huff, the late popular engineer of the Idlewild. The Evening Star, it is stated, will continue plying on the route, but no farther than Star Island, leaving here at 4:15 p. m., and returning so as to arrive here by 9 a. m., thus affording those who desire it the opportunity to spend a night at the island and return in time for business the following day. There are now no less than five steamers plying on this thoroughfare to accommodate the increasing travel, whereas, but a year or two back two boats were considered amply sufficient. At the present time there is only cut fare by the morning route, the steamer Ward charging twenty-five cents one way or fifty cents the round trip, which, of course, the Greyhound complies with. This sort of an arrangement is only a question of time, however, for it can not always last. The rate by the Cole and Idlewild continues as before announced, that is, fifty cents the one way and seventy-five cents the round trip, both being well patronized.

The steambarge Porter Chamberlain was disabled in her machinery while on Lake Huron Thursday, and taken in tow by the Selah Chamberlain, which got her in the St. Clair river.

Captain Lozen, of the steamer City of New Baltimore, is laying off for a few days and, with his family, has gone to Lake Superior, his first visit to that section; meanwhile, Captain George Hosmer is in command of the Baltimore.

The schooner Belle Hanscomb, which arrived up on Thursday, while on Lake Erie passed the wreckage of some unknown craft which had apparently been dismasted, but nothing further is known as to what really occurred.

Captain Blanchard's steamers and vessels were all chartered and took their departure from here.

The steamer Dickenson and consorts bring lumber from Pine Lake to Detroit at $2.50 per m. The steamer Justice Field and consorts, lumber from Duluth to Chicago at $2.25.

The steamer Saginaw, Captain Chris Smith, came up from Toledo Thursday with two hundred passengers, a part of whom were excursionists, and considerable freight. She is well liked on the route and has a liberal patronage.

Captain William Thorne, who this season sails the steamer Arctic, of the Lake Superior Transit line, has been connected with that route for upward of fifty years, and as only fifty years have rolled over him he is good for that many more. It is praiseworthy to note that he has commanded steamers since 1853, commencing with the steamer T. Whitney, on the Cleveland and Saginaw route, maintaining a first class record during all that period. For several years he was connected with the N. Y. and Erie line, and afterward run between Buffalo and Detroit. He resides in this city and is held in high esteem.

The steambarge Business passed here on Thursday, disabled, in tow of the W. L. Wetmore. The accident occurred on Lake Superior, by reason of which her tow bill will be somewhat expensive.

The steambarge S. C. Hall, having four barges in tow, met with a breakdown to her machinery Wednesday while on Lake Huron, and was compelled to cast her tow adrift. She managed to get into the St. Clair river with her canvas, and her tow was picked up by the Kittie Haight and towed safely into port.

With a strong northeast wind there is not much of a margin for tugs, having from five to six vessels, getting through the rivers against a strong current. As evidence of this fact, two tugs, each having three vessels, were over four hours, after passing this point, in reaching Lake St. Clair.

The steambarge Manistique was unfortunate with her last raft. While on Saginaw Bay the other day, it was broken up and cast upon the shore near Harrisville. Eventually, it will all be recovered.

Captain James Chase, whom all the older sailors on the lakes know very well, was in the city on Saturday, meeting with old friends and acquaintances. Captain Chase lives in retirement at Trenton, and his history, if published, would be full of interest to many. From first to last it has been untarnished.

While Captain Grummond was in Chicago a few days since, he cast his eye around for the purchase of a steamer to ply as an afternoon boat on the Port Huron route, but found none to meet the requisite wants.

There is no steamer plying on a route which performs her trips with greater regularity than the Atlantic, commanded by Captain J. R. Jones, whose geniality has made him a favorite from first to last with the traveling public. Always affable and of gentlemanly deportment, he is unquestionably the right man in the right place.

The Detroit Drydock Company have put an increased force of men on the new steamer now in process of construction at their yards.

Reports which reach here by the Lake Superior boats state that slow progress is being made toward raising the sunken vessel Thomas P. Sheldon, by mishaps which take place. On Friday, it was stated, one of the pumps gave out, which will cause a further delay to the contractors.

There is a probability that during the present week Captain Ward's new steamer, the W. H. Stevens, will put in an appearance at this port. She is highly praised, both in her construction and equipments.

The first accident that has happened to the steamer Darius Cole since she came out occurred on Saturday afternoon while on the up trip, on the St. Clair river, after leaving Marine City, by the breaking of a key in the walking beam. She drifted down stream for half a mile, when she was picked up by the steambarge Sanilac and towed to the dock where repairs were made.

The steamer M. D. Ward also had a slight mishap to her machinery, on her down trip, near Marine City Saturday, and was towed there by the steamer Mary.

James Mallory, a sailor on board the barge Waverly, was drowned on Saturday, while opposite the lower end of the city, by falling overboard, while in a fit, to which he was subject. He was 22 years of age, and hailed from Three Rivers, Michigan. His body was not recovered.

Moffat & McVenn chartered on Saturday the steambarge C. N. Pratt, lumber, from Spanish River to Buffalo at $1.65.

P. J. Ralph & Company report the charter of the steamer S. J. Macy and consorts, coal, Ashtabula to Portage, at 55c, with return cargoes of ore from Marquette to Ohio ports, at $1.20. This is an advance over previous rates.

The barge Victor, lumber laden, waterlogged in Lake Huron on Friday, but was got into Port Huron and pumped out without the loss of cargo.

Graham, Horn & Austin, of Port Arthur, have requested bids from Detroit wrecking companies for raising the propeller J. S. Severns sunk near Michipicoten, Lake Superior. It is not very probable that anyone can be found who will undertake this job, which would doubtless be attended by even greater difficulties than the raising of the Quebec. An expedition was recently sent to her for the purpose of locating her exact position and mark it with buoys. She was found just about one mile from Grosse Cap, resting on fairly good bottom in 117 feet of water. The Severns was valued at only about $8,000 and it is estimated that it would cost much more than that to float her.

The Grace Amelia, a three-masted topsail scow, and formerly owned at Port Burwell, has been lying at Windsor all season, exposed to the sun's rays, with no one, seemingly, to care for her. Why she has not been fitted out no one appears to know. Yesterday it was discovered that she was leaking badly, and soon afterward filled. She was built in 1876 and needs thorough repairs, for it would appear that the choicest of material was not selected when she was built.

The steamer Cole did not leave on her regular trip yesterday for Port Huron, something being wrong with her engine. The Idlewild took her passengers and freight.

The weather is cool and fine, with N.E. winds still prevalent. HALL.

EAST SAGINAW.

Special to the Marine Record.

Cristies' steambarge will be launched at Wheeler's shipyard on Saturday next.

Captain James Davison has purchased the barge R. J. Carney, and she has been hauled out of his shipyard at West Bay City for a thorough rebuild.

In last week's RECORD in History of Navigation, it is mentioned that Captain H. L. McGlashan and his whole crew were drowned from the schooner Kate Bully, which capsized and went ashore at Point Sauble, Lake Michigan. In conversation with Captain Thomas Taylor, master of the barge Dayton, he tells me that one of the crew, John Stone, who was a few years ago mate of the Metropolis, is now alive, and was present at the disaster of the steamer Pearl at Fairport.

The light established by J. W. Wescott and others on White Shoal has been temporarily removed to St. Ignace on account of a leak in the lightship. It will be replaced in a couple of days.

Michael Frank, night watch on the steamer L. G. Mason, was drowned on Wednesday last at West Bay City, he having stepped into the river in making a line fast. He only remained in the water about four minutes, but all efforts to resuscitate him proved unavailing. Frank was a single man and resided with his stepmother in this city.

The steamer Saginaw Valley took a large number of Saginawians to Cleveland on her last trip.

Messrs. George Shafler, Lewis Kriss, Robert Weston and Peter Peck, known as the Big Four Shooting Club, have purchased from Harry Shaw the fine steam yacht Laulie, and the sailing scow Jumbo, which they will use the coming fall in their hunting expeditions.

The barge Dolphin, Captain Johnson, recently collided with the Mackinaw street bridge, making a hole in her port bow large enough to allow a yoke of oxen to pass through. She is being repaired.

The barge Star of the North was in Bartlett & Company's sling for a new stem and then went to Hobson' dock where her spar will be put in. SHAW.

BUFFALO.

Lake receipts for last week included 1,508,140 bushels of wheat and corn. Canal shipments of grain were 1,091,700 bushels, and rail shipments 480,110 bushels. Coal shipments for this season are 624,050 tons, a gain of 50,000 over last year.

Work has been begun at the Union yard on rebuilding the propeller Quebec.

R. Mills & Company have begun repairing the schooner M. J. Cummings.

The flour cargo of the propeller Nebraska, shipped by Pillsbury from Duluth, is being loaded into canal boats to be taken to New York. This is the first flour sent east by canal in a very long time. It is said that Pillsbury has contracted to send considerable flour to the sea coast by the all water route.

The steel steamer contemplated by the Union Steamboat Company is designed to be 310 feet keel, 335 feet over all, 42 feet beam and 26 feet depth of hold, to register about 3,000 tons. She will be built by the Union Drydock Company and will cost about $225,000. Work will begin at once and the keel will be laid after the launch of the Susquehanna.

The Williams bucket hoisting apparatus has a rush of business on hand. After finishing the transfer into canal boats of the wheat cargo of the schooner Rival, work was begun on the Charger, and the Atmosphere, C. B. Benson and Bell Hanscomb, were waiting to follow in the order named, all wheat laden from Detroit. Four large tubs are used for hoisting, two at a hatch, and from 2,500 to 3,000 bushels per hour are transferred.

The Express says that the shortage season seems to have again opened, judging by the experience of two Sandusky boats which unloaded wheat at the Erie elevator yesterday. The barge A. J. McBrier with 7,800 bushels ran 30 short, which more than ate up the profits of the trip. The schooner Thomas A. Howland from the same port with 22,050 bushels ran 36 bushels short.

A barge was loaded at one of the local docks with what the captain supposed to be a 500 ton load, and this amount was checked off by the tallyman. To make certain the captain got the tally before he went to the main office of the dock to secure his bills and found that the load checked up correctly. The bills were made out for 488 tons, and surprised at the discrepancy the captain placed the matter before his vessel agent. He was advised to return and demand a bill for the full cargo. The clerk who made out the bill was profuse in his explanations, and, saying that the bill was made out before they received the tally, made the correction. At a 60 cent freight, which was the rate received, the discrepancy was considerable to the vessel man. It is not known how often these mistakes are occuring.

It was decided to unload the schooner O. M. Bond before holding a survey on her. The hole in her starboard bow was therefore planked over, and she was to come out of dock to-night. She is to be ready for examination by Friday morning.

The propeller Nashua is undergoing alterations at the Union yard. Her cabin has been cut off so as to allow for an extra hatch on each side and her gangways, except the aft ones, have been closed up. Bulkheads have been constructed between decks. The changes will better adapt her for carrying coal and grain. The package freight business has been unusually brisk. In previous seasons the propeller lines have carried up considerable coal, but this year the Union Line as yet has not taken a pound, and the Western Line has handled only three or four cargoes, while the other line has carried much less.

The steamer Ogemaw was docked Tuesday night at the Union yard for a new wheel.

The wheel which was put on the steamer Oceanica recently is one of Trout's sectional pattern. The buckets are cast separately and are readily fastened to the hub by means of bolts. It is argued that in this way a better shaped bucket for advantageous working is secured, and in case of breakage both money and time are saved in replacing the buckets. The improvement in the form of the bucket is claimed to fully counteract the increased resistance from the hub.

On account of scarcity of tonnage in the creek yesterday the movements were dull, although freights continue firm. The following charters were made yesterday: Steamer B. W. Arnold and schooner John Kelderhouse, for Chicago at 60c; steamer M. M. Drake and schooner Nellie Mason, for Duluth, at 45c; steamer J. P. Donaldson and schooner Brightie, for Superior, at 45c; steamer Chamberlain, for Marquette, at 50c; steamer Alpena and barges T. H. Cahoon, Erastus Corning, and A. T. Bliss, for Hancock, at 50c. The schooner Grace Murray goes light to Toledo to load coal for Manitowoc at 60c. The steamers Clyde and H. E. Packer go to Washburn and Duluth, and there was a probability of the latter taking up a coal cargo. The barges Carpenter, Uranus, and Stephenson go from Ashtabula to Sandusky for wheat cargoes to this port on through rates.

Canal freights continued strong, though there was no change in rates. Fair shipments were made at 4c on wheat and 3⅝c on corn to New York. The movement of new wheat is causing a better demand for boats, and higher freights may be looked for.

FRANKFORT.

Special to the Marine Record.

The wrecking tug Leviathan, on her way from Milwaukee to Mackinaw, called at Frankfort a few days ago.

Steamship Gratwick and consorts sailed Wednesday with 2,000,000 feet of pine lumber, for Tonawanda.

Congress has voted to lay a sub-marine cable from South Manitou island to mainland. This will prove a great convenience to mariners.

Mr. F. Worden, brother of Admiral Worden, who commanded the Monitor when she fought the Merrimac, was in Frankfort a few days the past week.

Tug J. H. Gregory is engaged in towing a quantity of logs from Platte river, via Lake Michigan, eighteen miles, to Frankfort.

Tug Rawson lifted 3,600 pounds of fish one day last week, the heaviest on record for 1886. BURMEISTER.

KINGSTON.

Captain Gaskin has purchased for the M. T. Company the propeller Europe now lying at St. Catharines. She will be brought to the city at once and fitted out.

ONE of the heroes of the Hall Arctic expedition, Captain H. C. Chester, died at Noank, Conn., on Monday.

FOR SALE CHEAP.

The powerful tug Robert Tarrant, 71 feet over all, 15 feet beam, 9 feet depth of hold. Engine 20x21, boiler 5½x14, now carrying 100 lbs of steam, all in excellent condition. Address A. G. Rowell, 147 Rumsey street, Chicago, or at the Chicago Towing Company's Office, 210 South Water street, Chicago.

STEAMBARGE FOR SALE.

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a draft of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

Address MARINE RECORD, Cleveland, Ohio.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXX.

The principal steamboat agencies and forwaring houses at Detroit in 1869 were, J. W. Keith & Co., for the Saginaw line of boats; A. Cheesebrough, for the steamers plying between Buffalo and Detroit, also Chicago; W. O. Ashley, for steamers to Sandusky; N. J. Rodier, for Northern Transportation steamers plying between Ogdensburg and Chicago; Buckley & Co., agents for Lake Superior steamers; Eber Ward, owner and agent of Lake Superior boats; David Carter, agent for Detroit and Cleveland line; J. T. Whiting, agent of Lake Superior steamers; and it may also be stated that he is there yet, having held the position for a longer period than any person on record. R. L. Montgomery, agent for Lake Shore boats, for Captain E. B. Ward; Brady & Co., for Lake Superior boats; Thompson & Wagner, passenger agents; J. L. Hurd & Co., for Buffalo and Detroit line of propellers. The following formed a line plying between Detroit and Buffalo:

Propeller Atlantic, 656 tons, Captain Wm. Thorne.

Propeller Tioga, 695 tons, Captain G. W. Stoddard.

Propeller Guiding Star, 463 tons, Captain Duncan McFarlane.

Propeller Missouri, 588 tons, Captain Fussell.

Propeller Evergreen City, 624 tons, Captain T. Shannon.

Propeller Dunkirk, 542 tons, Captain Harry Watts.

One of the above boats made daily departures from Buffalo or Detroit, via North Shore, A. Chesebrough agent. There were also the following boats plying between Buffalo, Cleveland, Toledo, Detroit, and Saginaw:

Propeller Annie Young, 1006 tons, Captain H. K. Langley.

Propeller Phil Sheridan, 800 tons, Captain G. D. Langley.

Propeller Saginaw, 600 tons, Captain Andrew Downie.

Rates from Detroit to Saginaw: Heavy goods 12½c, light goods 20c per 100 lbs, hard bread, crackers, and apples 25c per bbl., beef and pork 35c per bbl., chairs, mattresses, etc., at special rates. The above rates included Detroit charges. The proprietors of the line stated that, having freed the Saginaw Valley from a freight monopoly that was paralyzing its best interests, they looked with confidence for the support of every man interested in developing the rapidly growing trade of the valley. J. L. Hurd & Co., owners, A. Chesebrough & Co., agents.

The daily line for Cleveland, east and south, were: Steamer Northwest, 1109 tons, Captain E. R. Viger. Steamer R. N. Rice, 1096 tons, Captain Wm. McKay. David Carter agent, Detroit; L. A. Pierce, Cleveland.

For Port Huron and Lexington and way ports: Steamer Reindeer, 191 tons, Captain M. S. Lathrop. Steamer Dove, 440 tons, Captain John A. Sloan. Agency at Ward's warehouse, foot of Wayne street.

The last named boats were not without opposition from one or more outsiders.

Plying between Detroit and Saginaw, including the way landings, New River, Huron City, Port Hope, Sand Beach, Rock Falls, etc., were the following: Steamer Susan Ward, 359 tons, Captain W. E. Comer. Steamer W. R. Clinton, 395 tons, Captain W. McGregor. Steamer Huron, 348 tons, Captain P. Kenyon. J. W. Keith & Co., agents, foot of Bates street. Steamer Marine City, 659 tons, Captain John Robertson, plied on the same route; agency at Ward's warehouse.

Between Detroit, the Islands, and Sandusky, steamer Jay Cooke, 414 tons, Captain John Edwards. W. O. Ashley agent, foot of Shelby street.

The steamer George L. Frost, Captain T. Rutledge, plied between Detroit, Mt. Clemens and New Baltimore, making daily trips. A. E. Bissell agent, foot of First street.

The steamer Eighth Ohio was an outsider, plying between Detroit and Port Huron part of the season.

The steamer City of Toledo, 315 tons, owned and sailed by Captain Selah Dustin, was taken to Lake Superior to carry the United States mail between Marquette and Portage Lake, and remained there during the season.

The propeller St. Paul, on the Lake Superior route, came out in charge of Captain H. W. Thompson, who was retired and the boat placed in charge of Captain John McKay, Jr.

Lumber freights, on the opening of the season, were: From Harrisville to Chicago, $3 per m; from Bay City to same destination, like rates. Wheat from Lake Michigan ports to Buffalo 6½c and 7½c, to Oswego 13½c. This was during the month of April. Later on, lumber freights from Alpena to Buffalo were $4 and $4.50, continuing thus for some time. Grain freights, during May were quoted as follows: Wheat, Chicago to Buffalo 3c, to Oswego 10c, to Kingston 10½c. Lumber, Alpena to Toledo $3 per m, Sauble, Lake Huron to Detroit $3.50.

The steamer Reindeer was sold during the latter part of May to Fox Brothers, of Bass island, for $17,500, the steamer Eighth Ohio being included as part payment. This brought about a change of steamers and masters on the Detroit and Port Huron route. The steamer Dove took the place of the Reindeer, between Detroit and Port Huron, and the Eighth Ohio the Dove's route. Captain M. S. Lathrop took charge of the steamer Huron, vice Kenyon, and the latter the steamer City of Sandusky, vice Captain W. W. Collins, who was retired.

On May 31, 1869, the steamer Dove, during thick weather on the St. Clair river, came in collision with the propeller Mayflower and was sunk, where she remained submerged for some time. The damages resulting from this unfortunate affair were nearly $10,000 beside the loss of time. The Mayflower was but slightly injured.

The steamer George L. Frost, which had been plying between Detroit and Mt. Clemens, not meeting running expenses, was hauled off the route and sold by J. Luff to E. Schulte, of Lake Superior, and taken up there to ply the rest of the season.

The propeller Mineral Rock was sold to Hugh Coyne at Detroit, for $17,950; propeller Lac La Belle, at auction, to N. Engleman, of Milwaukee, for $23,500; propeller Ironsides to N. Engleman, terms not stated; steamer Philo Parsons to C. D. Chapman, Chicago, for $12,000; propeller Van Raalte to L. M. Green, Chicago, for $12,618; propeller Skylark to Thomas L. Parker, Chicago, for $4,150; propeller Union, Germain Bank to L. Curtiss for $21,333; propeller Sun, by R. Montgomery to E. T. Evans, Buffalo, for $25,000; propeller Dictator, to Belle City line, Racine, for $30,000; steamer Island Queen, by W. Dana to Lake Shore line for $7,500; steamer Huron, by Cole & English to Lake Shore Company for $40,000; propeller East Saginaw to W. C. Walker, Chicago, $19,000; propeller Old Concord at marshal sale to E. B. Ward, for $12,500; propeller Dubuque at marshal sale to E. B. Ward for $10,000; propeller Relief to R. Barrington, Saginaw, for $14,000; steamship Detroit, Detroit & Milwaukee Railway to Campbell, Owen & Co., for $21,500. The foregoing include all the important sales of the season of 1869. The entire number of sales, including all classes of vessels, was 335, an excess over 1868 of 148.

A few outside appointments may be enumerated as follows: Propeller Oswegatchie, Captain E. Chapman; propeller Dominion, Captain McMaugh; propeller B. F. Wade, Captain Archie Gillies, between Chicago and Sarnia; propeller Edith, Captain C. W. Nichol, Detroit and Alabaster; propeller Montgomery, Captain R. Nicholson, Chicago and Sarnia; propeller Eclipse, Captain F. L. Pope, Buffalo and Detroit; propeller Toledo, Captain A. H. Sissons, Independent line; propeller Union, Captain Gil Dumont, to Lake Superior; steamer Metropolis, Captain D. Cole, on Saginaw Bay; propeller Thomas A. Scott, (new) Captain C. M. Fellows, Chicago line; propeller Sun, Captain R. Jones, Chicago and Sarnia; steamer City of Sandusky, Captain W. W. Collins, Saginaw route; propeller Dubuque, Captain A. McIntyre, to Lake Superior; propeller Huron City, Captain Thomas Neil, in lumber trade.

Twelve steamers of all kinds were rebuilt during the season, and thirty-eight schooners and barges.

THROUGH THE WHIRLPOOL.

Very few of the thousands of persons who visited Niagara Falls on the 11th had any idea that another adventurous man would attempt to swim the Whirlpool rapids, in which Captain Webb lost his life. For some time past C. D. Graham has been making preparations for the attempt, but few persons, if any, really believed his courage would hold out long enough to make it. Such, however, was not the case. At about four o'clock this afternoon Graham started on his perilous voyage, which he successfully accomplished. Graham had told a reporter all about his plans, and stated that he would carry them out at the time he did, but requested that the time be not given in publishing the article, for fear the authorities would prevent him in his purpose. Accordingly very few were aware of the fact, and the banks of the river which would have contained several thousand more persons than watched Captain Webb in his suicidal attempt contained but a few hundred, and most of these were attracted there by the curiosity and with which those who knew of Graham's intentions were watching different points of the river. Graham kept the cask, in which he intended to make his trip, in a saloon in this city. About eleven o'clock last night he loaded it on a wagon, and accompanied by several friends, started for the falls. They arrived there about 4 o'clock this morning and unloaded the cask at a point on the American side of the river below the falls and about 300 rods above the cantilever bridge. A policeman noticed him after he had unloaded his barrel arranging matters around his horse and wagon. Graham looked somewhat anxiously at every approaching person, being afraid of arrest. The officer took him for one of the Tonawanda horse thieves and promptly arrested him on suspicion. His Buffalo friends, however, managed to get him clear with the promise that he would appear before the justice of the peace on Monday morning at 10 o'clock. When, everything was in readiness, Graham got into the barrel and closed the man hole at the top from within. At this point of the river the current is very slight. A small boat towed the tank out into the river to a point where the current would catch it and Graham was started on what might have turned out to be his trip to eternity. The towing process took only a few minutes and then the stream caught the cask and started it on towards the rapids and whirlpool. At first it moved slowly along, then faster and faster until the mad current dashed it on with its full force. The cask bounded up and down over the great waves and several times turned a complete summersault; but generally speaking the wider portion remained uppermost, although it whirled around like a top. The cask kept pretty well in the center of the river until it reached the whirlpool, when it struck a strong side current and was carried swiftly through, reached the waters beyond in safety. From here the journey was comparatively quite. The cask floated on towards Lewiston right side up and all danger was passed. It was picked up at Lewiston about five miles below the starting point and Graham crawled out of the barrel uninjured, with the exception of a slight bruise on one arm which he received when passing through the whirlpool. He remarked:

"When I struck the eddy it was one continued round of jerks, but I am not hurt a bit."

C. D. Graham is a native of Phliadelphia, is 33 years old and a cooper by trade. He is a poor man, compelled to work every day for a living. About two months ago he came to Buffalo and obtained employment in a cooper shop. He has travelled pretty extensively, and for a long time had some scheme of this sort on the brain. Being a cooper, a barrel naturally suggested itself to him as the best means with which to swim the rapids. All his possessions which he constitutes himself were put into the barrel. The barrel is made of inch and a quarter oak staves, wide at the top and narrow at the bottom, and shaped like a buoy. A sand ballast was so fixed as to keep the side of the barrel which Graham faced uppermost. Graham hung or rather stood in a hammock made like a suit of clothes and hung on to two iron handles fixed at the side. He could live for at least half an hour without requiring any fresh air, and by the time the air was exhausted he was beyond the whirlpool and could pull out the plug from the little air hole, about three quarters of an inch in diameter, and get all the fresh air he required. Graham did not make a cent out of the operation. He received no pay and bore all the expenses himself, being glad of the privilege of being allowed to make the great attempt.

The cask is 7 feet long, 33 inches in diameter at the widest portion, 22 inches at the top and 18 inches at the bottom. It is bound around with iron hoops which weigh 250 pounds. The ballast, which was attached to the cask to keep it in position weighs 240 pounds. Graham will probably repeat the trip. He says he will yet go over the horseshoe falls. The cask reached the whirlpool in two minutes after it was started from above the cantilever bridge.—*Buffalo Dispatch July 11.*

WOLF'S HORSE BARNEY.

Written for the Marine Record.

Everyone in Milwaukee knows Wolf, the vessel owner and dock proprietor, and every one knows his horse "Barney," and have known him for the last quarter of a century. It delights Mr. Wolf when he has a vessel in the dock to give the captain a ride around town in his buggy. After getting fairly under way, Wolf will tell the captain that he has a very gentle horse, when old Barney will prick up his ears, stand on his fore feet, and put his hind feet within a few inches of the passenger's nose, and come some other gymnastic exercises that will make the captain think it safer to pull for the shore. Wolf, with a look of surprise on his face, will exclaim:

"Well, if the old horse is going to cut up like that I shall have to sell him."

Instantly old Barney, concluding that he won't haul a man any further who would be mean enough to sell him, comes to a standstill, and seems as immovable as the rock of Gibraltar. After a few moments Wolf will say that he has had the old horse so long that he don't think he ought to sell him, when off goes old Barney in a gentle trot, quiet as a lamb.

Sell old Barney, not much! Wolf would part with his drydocks, ships, or anything he has, first. We might, perhaps, except the little grandchild that happened around about a month ago. That child and old Barney are Wolf's pets.

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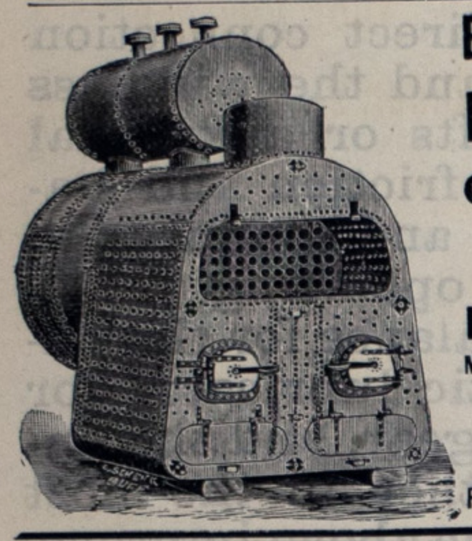

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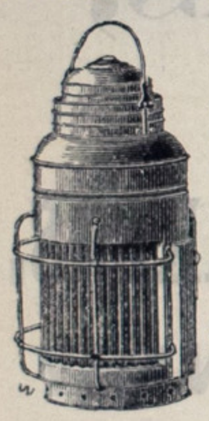

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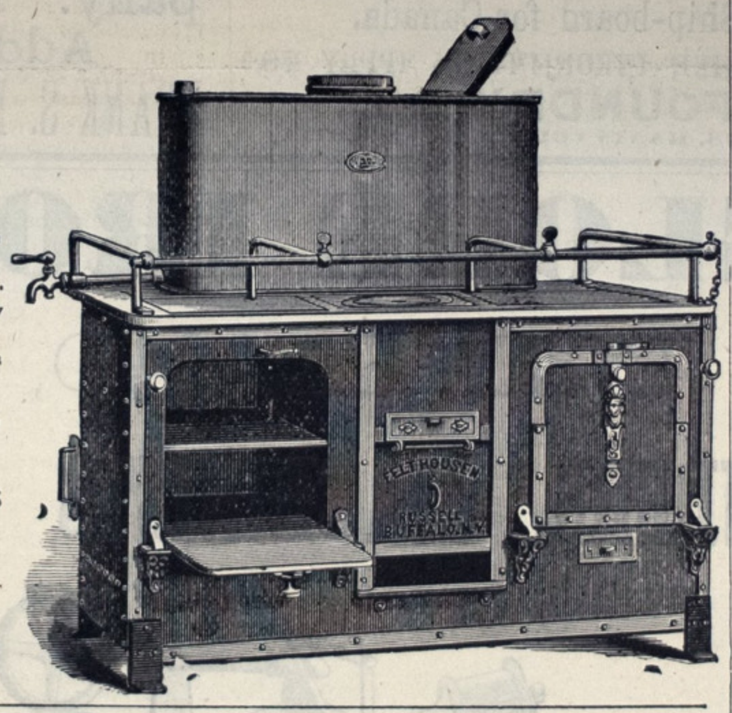

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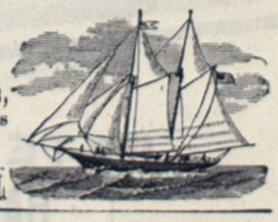

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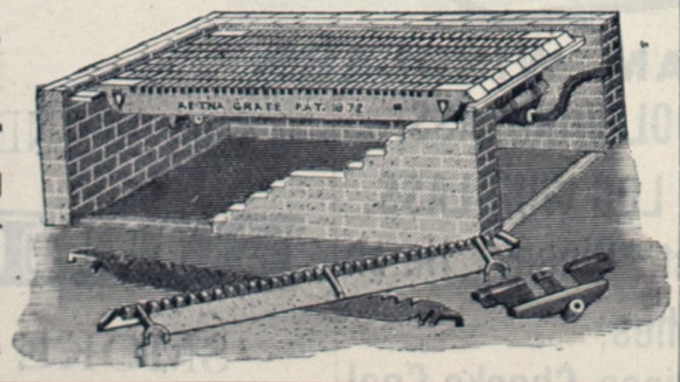

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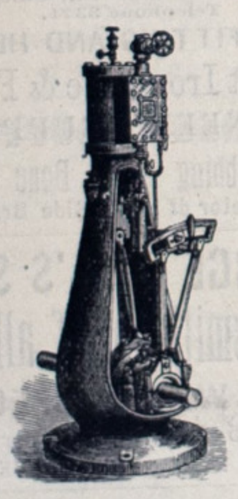

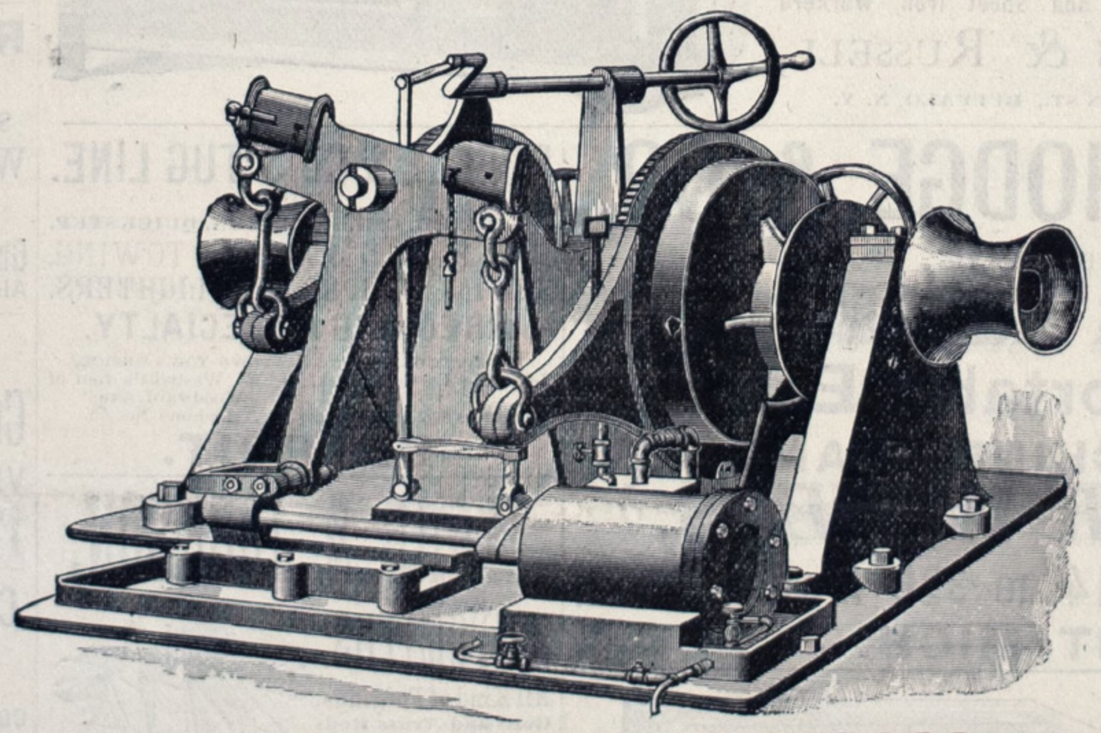

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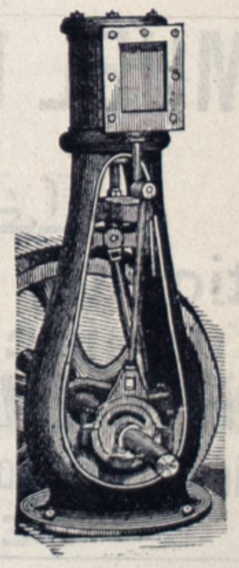

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